CLASSIFICATION

SECRET SECURITY INFORMATION Approved FoCENIE 2001/08/22/\CEA/RDF80-00810A000590240001-9

INFORMATION REPORT

CD, NO.

25X1A

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COUNTRY

East Germany

DATE DISTR. 16

SUBJECT

Plans and Requirements for the Double-tracking of a Birkenverder Wustermerk Wustermark Rail Line

NO. OF PAGES

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SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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- 1. By order of the general management of the East German Reichsbahn the reil section between Karow (N53/ZOA) and Pirkenwerder (N53/ZOA), new under construction, is to be extended to Wustermark (F53/Z55) reilway station (Vbf) 2 in 1953. Pecause of this extension the following lines will be crossed:
 - Berlin-Loewenberg at Hohen-Meuerdorf
 - Rerlin-Neuruppin between Velten and Hennigsdorf b)
 - Berlin-Yeustadt between Brieselang and Finkenkrug
 - d) Ferlin-Rathenow west of the Wustermark station
- 2. In order to employ fully the capacity of this newly constructed section and to improve the service on those lines which will be crossed, the following additional construction was requested;
- a. Junction curves
 - (1) Junction curve near Birkenwerder for trains coming from Wur by way of Birkenwerder to Oranienburg
 - (2) Four junction curves at the crossing of the Velten-Henripsdorf line for rail connections in cll directions
 - (3) Four junction curves at the crossing of the Perlin-Neustadt line so that

Workers from the Falkensee area can get to the Stahl- und Walawerk Hennigsdorf over the shortest way

Trains from Neuen can go in either direction on reaching this line

Freight from Wustermark to Falkensee can be directed over this line to relieve Neven

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- (4) Two junction curves before the Wastermark VbC station connecting with the Standal line as well as extending the new stretch into the Wastermark near War station and a junction with the Wildpark line.
- (5) In the interests of safety and smooth flow of traffic the junction curves should be at least 1,000 reters long so that a train may be perked on them when necessary. For this purpose a sefety switch with a block track must be included.

b. Railroad stations and stons

- (1) One station near Schemucld between the Ferlin-Neuruppin and Berlin-Neustadt lines with two 750-meter long tracks for use as passing tracks.
- (2) Three temporary platforms at the junction with the Hennigederf-Velten line for commuting workers.

s. Execusion of reilroad stations

- (1) Hennigsderf railread station must be enlarged to be able to take care of larger freight shipments in the future. This requires the reconstruction of tracks 2 and A for use by S-Bahn trains and trains drawn by steam engine; the reconstruction of track 5 for use as a main through track; and the reconstruction of track 10 for use as a parking siding for freight trains and tracks 16 and 19 for use as train make-up sidings.
- (2) Velten railroad station is not capable of handling future traffic, therefore the following is required: connecting the Leegebruch-Velten line with tracks 1 and 30 and the rebuilding of the northern terminus.
- Because of the extension of the newly constructed section into the Mustermark railroad station, tracks 44, 161, and 91 will be used as entrance tracks and tracks 15, 16, 17, and 18 as parking sidings. A track must be built in the direction of Dallgow in order to enable trains to get from the parking sidings to the switching hump. In addition, a track connecting tracks 44 and 46 must be built.

d. Reconstruction of a line

The second track of the Hennigsdorf-Velten section (five kilometers long) must be relaid because of the present bottleneck.

e. Safety installations

Only the first construction stages of the safety installations have been planned for the junction curves and the station to be constructed near Schoenwald. Trock switch nancle (Gleisbildstellwork) are planned for the four crossings as the final arrangement. In the meantime, "Schlussselworks" are to be built in the following places:

- (1) Merthern connecting curve on the newly constructed line near Birkenwerder. This track must connect with the Birkenwerder railread station in order to avoid an additional "Schlusselwerk".
- (2) Four "Schluesselverke" at the crossing at the Velten-Henrigedorf line
- (3) Two "Schluesselwerke" at the station to be constructed near Scheenwalde
- (4) Four "Schluesselverke" at the crossing of the Finkenberg-Brieselang line
- (5) Two "Schluesrelwerke" on the curves before Wustermark,

f. Telephone installations - Clocks

- (i) The following equipment is required:
 - 25 kilometers of 46-pair telephone cable
 - 17 kilometers of 28-pair station cable (including terminals)
 - 20 Ferse senders
 - 7 sounders
 - 15 6-volt batteries
 - 15 track levelors
 - 30 "OB" (sic) tolonhones
 - .5 referhone booties
 - 2 Approvesteor Release 2001/08/22 QIA-BDP80-09810A000500240001-9
 - 15 electric one-face inside clocks

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- g. The newly-constructed stretch is to withstend an axle pressure of 20 tons, a section load (Streckenbelastung) of 1,500 tons, and speeds of 100 kilometers an hour.
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 1. Bahn-Anlagen (Anl.) and Abteilung Bau (Ba).
- 25X1A 2. Example Comment: Probably an abbreviation for Verschiebebahnhof = shunting yard.

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